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PRIVATE RESIDENTS AT THE  
OVERSEAS  
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# Hongkong Daily Press.

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Hongkong, 29th April, 1908. [a1491]

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Hongkong, 1st April, 1909. [1260]

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**PEARSON'S HYCOL**

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government  
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.  
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One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

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Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strengths of their products  
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pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing  
Properties and at the true value of a Genuine Disinfectant Fluid.

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[a1133]

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Hongkong, 10th March, 1910.

[385]

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[a27]

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Franco-British Exhibition has been awarded to



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WHISKY.**

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[a29]

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Candidates should send particulars of their

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THE CHIEF ENGINEER,

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Hongkong.

Before Monday, the 14th March, 1910.

[a377]

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THE best TONIC for keeping in perfect

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It is a Liquid Food in predigested form

containing all the tracing, soothing and tonic

effects of the choicest hops. Nearly Non-

alcoholic. Highly recommended by the local

medical profession in Cases of DEBILITY

after MALARIA, from OVERWORK or

other causes, ANEMIA, NERVOUSNESS

or DYSPEPSIA. Samples on Application.

SIEMSEN & Co.,

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Hongkong, 14th December, 1909. [1519]

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Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Ladies' Cloak Room.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
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**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a208]

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APPROACH FROM KENNEDY ROAD AND  
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ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

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STANDING in its own grounds with Tennis

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Fine View of the Harbour.

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Apply to—Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a36]

**VICTORIA HOTEL**

SHAMATEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMATEEN."

SITUATED ON THE BRITISH CONCESSION.

[a1623]

**MACAO HOTEL.**

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMEIL,

Proprietor.

**"BOA VISTA"**

(HOTEL-SANITARIUM OF SOUTH

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MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.



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AND

FINE MELLOW FLAVOUR.

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BULL DOG

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GUINNESS' STOUT  
IN PINTS & SPLITS.A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

[25]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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Cables: A.B.C. 5th Ed. Lieber.  
P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUX ROAD LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 11TH, 1910.

A new record in naval expenditure is reached in Great Britain this year. The Naval Estimates for the coming year. REUTER tells us, amount to no less than £40,603,700. Compared with last year's expenditure an excess of £5,551,000 is shown. But the extra burden on the British taxpayer represents rather more than that. Hitherto India and the Colonies have voted appropriations in aid, amounting altogether to nearly half a million pounds sterling. The Australian Commonwealth, which has in recent years been contributing over £200,000 a year, has undertaken to provide and maintain an Australian section of a Far Eastern Fleet. Canada also is to lay the foundation of a fleet of her own, so that when we compare the new estimates which have just been laid before Parliament with those of previous years, we have to take into account the fact that hitherto the estimates have represented the total cost of the whole British Navy, and this time, although the estimates are increased by over five and a half millions pounds sterling, they do not cover the whole cost. We have to add the expenditures which Australia and Canada are incurring in building up fleets of their own. No nation in the world spends so much on her Navy as Great Britain—for the very sufficient reason that no other nation has so much shipping land commerce and so many miles of coast to protect. The British mercantile marine is represented by something like nineteen million gross tons, which carries the annual value of nearly £1,700,000,000 (including trillion and

specie), and it has been calculated that Great Britain's naval expenditure, regarded as insurance premium, has during recent years been 1.9 per cent., while other nations spend approximately as follows (in millions of £):—United States, 25.1 to protect 4,854,787 tons of mercantile shipping; Japan, 5.2 for 1,150,000 tons; Russia, 12.4 for 975,000 tons; Germany 11.4 for 4,230,000 tons, and France 12.8 for 1,384,000. In most of these cases the "insurance premium" is a high one, but then, nations do not take so restricted a view of their naval expenditure. "Neptune with his trident," said the Emperor William a few years ago, is a symbol for us that we have new tasks to fulfil. That trident must be in our hands." President Taft, in his inaugural address, made a plea for a big Army and Navy on the ground that in the international controversies which might arise in the Orient in regard to the Open Door and other matters, we must be able to meet her just demands unless these were backed by something more than mere diplomacy. Thus we reach the view that strong navies are wanted not merely for protection in the ordinary acceptance of the term, but also for the enhancement of prestige and diplomatic influence. So the game of beggar-my-neighbour goes on amongst the nations. Lord ROSEBURY voiced the general feeling on the subject when he spoke at the Imperial Press Conference last year. "When," he said, "I see this bursting out of navies everywhere, when I see one country alone asking for twenty-five millions of extra taxation for warlike preparation, when I see the absolutely unprecedented sacrifices which are asked from us on the same ground, I do begin to feel uneasy at the outcome of it all, and wonder where it will stop, or if it is nearly going to bring back Europe to a state of barbarism, or whether it will cause a catastrophe in which the working men of the world will say, 'We will have no more of this madness; this foolery which is grinding us to powder.' We all wonder."

The loss of a tent from a lighter in the harbour was the only report furnished to the police yesterday.

The Withers Concert Party, who have won a high reputation among music lovers in all the ports of the Far East, give a concert in the City Hall this evening.

Invitations have been issued by Mr. H. N. Mody and the Committee of the Hongkong University for the ceremony of laying the foundation stone of the University building by His Excellency the Governor on Wednesday next at 4 p.m.

The death occurred at Singapore last week of Mr. Tan Hook Chuan, managing partner of Messrs. Wee Bin & Co., the Chinese ship-owners. He leaves a widow and six children to mourn his loss. The body is being sent to China for burial by a Wee Bin steamer.

The rubber boom has evidently benefited not only landmen, but in some cases seamen as well. A Singapore paper bears that within a week two skippers who had been connected for a number of years with the coasting trade, with Singapore as their headquarters, have retired from the East, and have gone home for good.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
A. F. Arnold ... £25  
MacLennan, Frickel & Co. ... 25  
Schmidt & Co. ... 25  
W. C. Jack ... 10  
J. Lemna ... 10  
J. Crank ... 5  
Himly & Co. ... 5

An interesting case came before Mr. E. R. Hallifax at the Magistrate's yesterday, when a Chinese was prosecuted for having knowingly harboured a married woman according to the laws and customs of China who had left the protection of her husband at Kowloon. The woman had left her husband some six months ago, but was discovered by the husband living with the prisoner. Sentence of three months imprisonment was passed.

The case in which S. E. Allana was prosecuted by S. A. Marican for embezzling \$250 and a gold watch and chain was concluded before Mr. E. R. Hallifax at the Magistrate's yesterday. After hearing further evidence his Worship held that there was no case to send to a jury and discharged the defendant. Mr. P. W. Goldring of Messrs. Goldring, Barlow & Marshall represented the prosecution, and Mr. J. P. Brutton & Hett represented the defence.

The case was resumed before Mr. J. E. Wood at the Magistrate's yesterday in which Chinese are charged with assaulting the commander of the West River steamer *Shui On*. When the steamer grounded recently near Capatman the prisoners approached the commander and insisted upon launches being obtained to convey them to Hongkong. The commander refused to comply with the request and was set upon by the five men, who handled him very roughly. The hearing was again remanded.

The settling days for 1910 are announced by the Hongkong Stockbrokers' Association in our advertising columns.

The Portuguese Lilliputians gave another successful performance of "La Mascotte" at the Theatre Royal yesterday afternoon. It was evident that the play was greatly appreciated by the large number present, for the little players were warmly applauded by the spectators, and acted their parts with an assurance which might have made older amateurs envious.

The Rev. Fr. Pietro Cogliogli, the Provincial of the Silesian congregation, has been invited by the committee of the Club L'Antant to give a lecture to the Portuguese community at the Luis Camoes Hall this evening on his impressions of a tour through Africa, India, Brazil, Portugal and its Colonies, and China. The lecturer is an Italian priest who has spent seven years in Brazil, he speaks years in Portugal, consequently, Father Portuguese with native fluency. Father Cogliogli leaves for San Francisco to-morrow.

## MARRIAGE AT ST. JOHN'S

CHAPMAN—WRIGHT

In the presence of a large congregation at St. John's Cathedral yesterday afternoon the marriage was solemnized of Miss Margery Hopworth Chapman, daughter of Lieut. Col. Arthur Chapman, V.D., and Mr. Arthur Edgar Wright (of the Public Works Engineering Staff), son of Mr. Francis Gaud Wright, of Kingston-on-Thames.

The bride, who was given away by her father, was attired in a crimson robe of ivory satin, trimmed with silk and silver embroidery, the work of Madame Barber. She wore a wreath of orange blossoms, and had as attendants Miss Gaynor Kerfoot Hughes and Master Donald Geoffrey Chapman, the former being dressed in white muslin, trimmed with pale blue ribbon, and hat to match; and the latter in white reefer suit, trimmed with blue silk. As presents from the bridegroom the attendants were respectively a gold and pearl brooch, and gold sleeve links. The bride carried a choice shower bouquet of rhododendron, lily of the valley, orange blossom, gypsophila, and mignonette fern, arranged by Mr. Geo. A. Caldwell.

The bridegroom was attended by Mr. H. T. Jackson. The service was fully choral, the bride having been a member of the Cathedral choir, and two hymns were sung: "The Voice that breathed our Eden" and "Oh Perfect Love." The officiating clergymen were the Rev. F. T. Johnson, M.A., and the Rev. A. B. Thornhill, D.D., while Mr. Deaman Fuller presided at the organ and played appropriate wedding marches and chorals.

The bride's gifts to the bridegroom were a set of hammered gold buttons, and gold sleeve links; while the bridegroom's gift to the bride was an emerald and diamond ring.

After the ceremony a largely attended reception was held at Blue Bungalow.

The bride's going-away dress was an amethyst cloth costume, braided, and she wore a black picture hat.

The presents were numerous and valuable, and included a silver bowl from H.E. the Governor, a silver tea service and butter dish from the Public Works Department Staff, a blackwood cabinet from the Sergeant-Major of the Hongkong Volunteer Corps, a repeater clock from No. 3 Company H.K.V.A., and a blackwood writing desk from the Clergy, Organist and Choir of St. John's Cathedral.

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

The following telegram was received from the Head Office of the Chartered Bank by the local branch yesterday:—

"At the approaching annual meeting of shareholders of the Chartered Bank of India, Australia and China, the Directors will recommend a dividend at the rate of 15 per cent per annum (making 14 per cent for the year), adding £25,000 to Reserve Fund (making it to £1,600,000) and carrying forward £124,687."

## THE RUBBER BOOM.

As illustrating the remarkable appreciation which has taken place in some of the leading shares, the *Pinang Gazette* says the following table gives food for thought:

	Price	Price	Price
	Dec. 31.	Feb. 1.	March 1.
Anglo-Malay	15/0	25/6	30/0 ad.
Bukit Rajah	11/0	11/0	11/0
Consolidated Malay	31/0	31/0	31/0
Highlands	33/0	33/0	33/0
Kuala Lumpur	6/0	6/0	6/0
Langkat (150 paid 3 p.m.)	31/0	31/0	31/0
Langkat	25/6	36/6	43/0
Malacca Profs.	33/0	33/0	33/0
Petaling (Trust)	23/7 1/2	38/0	45/0
Selangor (2/0)	39/1 1/2	44/0	50/0
Straits Borneo	37/3	64/0	10/12 (2/)
Sunatara Para (2/0)	6/7 1/2	10/3	11/6
United Borneo	37/1 1/2	43/0	43/0
Valamboro (2/0)	25/7 1/2	35/6	42/6

Our contemporary asks: "Doesn't this look as if the top of the boom had almost been reached?"

## AUSTRALIAN COAL STRIKE.

Peter Bowling and three others who in the Australian coal strike have been arrested at Sydney under the Strike Suppression Act. They were found guilty of having taken part in a meeting in aid of the strikers, and were sentenced to twelve months imprisonment, and each of the others to eight months.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamois, Laili Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## TELEGRAMS.

[Protected by the Telegraph Messages Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## PAY AND PROMOTION IN THE BRITISH ARMY.

LONDON, March 10th.

Replying to various speeches made in the House of Commons respecting the pay of Army officers, Mr. Balfour said he was anxious to agree that the matter should receive attention, but he deprecated exaggeration. He had examined the question of promotion in the Garrison Artillery and found the cause of stagnation to be temporary.

## PROPOSED AUSTRIAN LOAN.

LONDON, March 10th.

A Vienna telegram states that the Government has asked the Chamber to authorise the raising of a loan for £7,550,000 sterling at 4 per cent.

It is understood that the military measures adopted during the crisis which followed the annexation of Bosnia and Herzegovina depleted the treasury.

## JAPANESE ROYAL VISITORS IN SPAIN.

LONDON, March 10th.

Prince and Princess Fushimi have arrived in Seville, and were received by Their Majesties the King and Queen of Spain.

## THE BRITISH NAVY ESTIMATES.

LONDON, March 10th.

The Navy Estimates total £40,603,700, showing an increase of £5,551,000 on those of last year.

Shipbuilding and armaments account for over five millions of this increase.

The total of the sums set down for new construction is £13,279,830, of which £11,850,790 is to be spent on the continuation of ships now in course of construction, and £1,429,040 for beginning ships of the new programme which is composed of:—

- 5 large armoured ships,
- 5 protected cruisers,
- 20 destroyers,
- and a number of submarines.

## "PRESERVING OUR STANDARD OF NAVAL POWER."

Replying to Mr. Byles, who asked whether the German Chancellor's statement on the 6th inst. would influence the coming Naval Estimates in the direction of retrenchment, Mr. McKenna, First Lord of the Admiralty, replied that the friendly tone of the speech was cordially reciprocated, but he added, "our estimates are not based on the assumption that other nations mean to be unfriendly to us, or we to them. They are framed so as to preserve our standard of naval power."

## THE INTERNATIONAL RAILWAY LOAN TO CHINA.

LONDON, March 10th.

It is reported from Washington that Mr. Wilson, the Under Secretary of State for Foreign Affairs, has stated that France, Germany and the United States have agreed to make a final suggestion to Great Britain with a view to the removal of Great Britain's objections to a division among four countries of the Hankow Railway loan of thirty million dollars.

## LATEST STEAMER MOVEMENTS.

The Apur str. *Arratoon Apur* from Calcutta left Singapore on the 9th inst. afternoon, and may be expected here on or about the 14th inst. The T.R.K. str. *Tzeung* from Hongkong arrived at San Francisco on the 4th inst.

## THE HONGKONG REGATTA.

## CORRESPONDENCE BETWEEN HONGKONG AND CANTON.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Canton, 9th March, 1910.

DEAR SIR,—With reference to the correspondence in your local Press regarding the Canton Rowing Club's refusal to defend their title as holders of the Hongkong Challenge Cup at the forthcoming Regatta under the conditions drawn up by the Hongkong Regatta Committee, I beg to enclose part of the correspondence exchanged between my Club and the Hongkong Regatta Committee. This I hope will show, at least to rowing men, that the action of my Committee was not without justification.

I shall be obliged if you will find space for these lines in one of your next issues, and am, dear sir, yours faithfully,

FRANK LAMBERT,  
Hon. Secretary.

End.—

- (1) Copy of a letter from Hongkong, 27th December, 1904.
- (2) Copy of a letter from Canton, 24th February, 1910.
- (3) Copy of a letter from Hongkong, 25th February, 1910.
- (4) Copy of a letter from Canton, 2nd March, 1910.

Copy.

Central Station, Hongkong,  
27th December, 1904.

DEAR SIR,—In reply to your letter of 24th December, I have to inform you that competing Clubs may bring their own boats only providing that they are clinker built, as I understand you are. For Clubs that find it inconvenient to bring their own boats will be provided in Hongkong.—Yours faithfully,

(Signed) E. H. HALLIFAX,  
Hon. Sec., H.K. Regatta.

[This letter was received in reply to an enquiry from Canton as to the class of boats to be used for the Hongkong Regatta (Hongkong Challenge Cup).]

Canton, 24th February, 1910.

Frank Lambert Esq.,  
The Hon. Secretary,  
The Hongkong Regatta, Hongkong.

DEAR SIR,—I beg to acknowledge your letter of 21st inst. with reference to the conditions under which your Committee propose that the Hongkong Challenge Cup shall henceforth be rowed.

The position my Committee adopt in this matter is as follows:

On one occasion when the Canton Rowing Club competed for this cup, enquiry was made as to the type of boat that should be used, and the Hon. Secretary of the Hongkong Regatta replied in a letter dated December 27th, 1904, that "Competing Clubs may bring their own boats only providing they are clinker built." Later, on February 21, 1910, it was suggested by the Hon. Secretary of the Hongkong Boat Club, that a certain design of boat should be ordered by the Canton Rowing Club which "would be useful for Interport and Club Racing." With this suggestion the Canton Rowing Club concurred, and in that type of boat the Canton Rowing Club has ever since regularly competed for the Challenge Cup.

Last year, at which time we were holders of the Cup, when the boat question was raised, my Committee deemed it advisable to ascertain the exact conditions under which the race was held, and a copy of the rules was asked for on March 15, 1909. No answer to this request was vouchsafed and nothing further supervised until the issue of this year of the Hongkong Regatta Programme, when it was observed that it was stipulated that all four-oar races had to be rowed in the Clinker type of boat.

It is noted, however, that in the Rules governing the race Rule 3 states that the boats used must be "similar in type and construction." In this connection I must draw your attention to the fact that at the first regatta, when the Canton Rowing Club competed for this cup, all the boats used were similar in type and design, and that the first departure from that design was made by the Hongkong Club in introducing first the *Leux* and subsequently the *Clinker* type, and the spirit of the original rules will be more faithfully observed by a reversion on your part to the clasper type than by the adoption of the Hongkong Club's type.

On the other hand, my Committee would point out that the phrase used in Rule 3 is similar and not identical, and they maintain that the boats used by the Canton Rowing Club are in fact similar in type and in construction to the Clinker type, though not identical, and that the Canton Rowing Club, the holders of the Cup which they have won on more than one occasion in boats of the clasper type (as type introduced at the suggestion of the Hongkong Boat Club and specifically allowed by previous Regatta Committees), are entitled, even under the rules now put forward, to compete at the forthcoming regatta in their own boats.

As time is very pressing I have taken liberty to cable you to-day as per copy enclosed.

An early reply to this letter will greatly oblige.—I am, dear sir, your obedient servant,  
(Signed) FRANK LAMBERT,  
Hon. Secretary.

Hongkong, February 25th, 1910.

The Hon. Secretary,  
Canton Rowing Club, Canton.

DEAR SIR,—In reply to your letter of 24th inst. on the subject of the conditions for competition for the Hongkong Challenge Cup, I allow me to refer you to the final words of Rule 3, which no doubt escaped your attention. This proviso—that it is for the Committee for the time being to decide what boats shall or shall not be

used—was obviously inserted to guard against contentions similar to yours, and to prevent argument as to what constitutes similarity in type and construction.

I may also point out that at the Hongkong Boat Club has no greater voice in the deliberations of the Committee of the Hongkong Regatta than has any other local boating club, so that any invitations issued, or suggestion made by that Club, is only of a private nature, and in no way binds this Committee.

I beg to acknowledge receipt of your favour concerning entries for the Senior Pairs, Junior Pairs and Hongkong Challenge Cup (Fours) accompanied by \$11—for which many thanks.—Yours faithfully,

(Signed) FRANK LAMBERT,  
Hon. Secretary.

[It should be noticed that no reference is made to the letter from the Hon. Secretary of the Hongkong Regatta Committee dated 27th December, 1904, referred to in our letter of 24th.—E.L.]

Canton, 2nd March, 1910.

Frank Lambert Esq.,  
The Hon. Secretary,  
The Hongkong Regatta.

DEAR SIR,—Your letter of 25th February has been duly received and laid before my Committee.

On consideration it has been decided that we will not compete for the Cup on the conditions laid down by your Committee. We have cancelled our Regatta, and we herewith withdraw our entries sent on 24th February for your Regatta.

The reasons which actuate my Committee in adopting this course are as follows:—

(1) The conditions stipulated by the donor of the Cup distinctly state that boats used in competition shall be of similar type and construction. We have rowed in one type of boat ever since 1905, at which time all competitors used this identical type.

(2) Should it be for any reason have been deemed fit by the Regatta Committee to depart from this type of boat we entirely fail to see why such decision should disqualify our boat, which presumably was one fulfilling the conditions originally laid down by the donor.

(3) We, on our part, have not objected to the introduction of the Clinker type of boat, as we were of opinion that it was of a "similar type and construction" to our original type, as laid down by the governing rules.

(4) We maintain that the Regatta Committee acted arbitrarily in limiting the race to one particular make of boat, some of which was, as the Regatta Committee well know, in the possession of the Canton Rowing Club, the holders of the Challenge Cup for the past two years.

(5) In conclusion, it would seem hardly necessary to point out that it is unknown at any Regatta that visitors should be compelled to row in boats supplied by their resident opponents.

We therefore consider the action of the present Regatta Committee to be unfair and most unparliamentary.—I am, dear sir, yours faithfully,

(Signed) T. E. GRIFFITH,  
Chairman.

## CHINESE AND OXFORD EXAMINATIONS.

Mr. T. K. Doyle, Hon. Secretary, Oxford Local, Queen's College, forwards to us a copy of the following letter received from the Secretary of Local Examination Office, Merton Street, Oxford:—

DEAR SIR,—The activity of the English and Americans in educational matters in China has been for some time engaging the attention of political writers in Germany. Quite recently I read an important article in one of the chief German monthly reviews on the whole question, and I found that special note was taken of the proceedings in the matter of the proposed University at Hongkong.

It was I who moved the University of Oxford to make the change in its Statutes, which led to the acceptance of Classical Chinese and English as substitute for Latin and Greek in the case of Oriental students.

Both native Chinese and Englishmen interested in China have spoken to me, during the last few years, about the desirability of attracting to England a greater portion of the native Chinese who are now coming in larger numbers to Europe for the purpose of study.

It has occurred to me that the new possibilities at Oxford might with advantage become better known amongst educated natives and that they might be interested in learning how much time might be saved if they were enabled to pass an Examination in China which freed them from a Preliminary Examination at Oxford and thus enabled them to proceed without interruption to prosecute their studies here, should they ultimately decide to come.

Among the considerations which were laid before me by those who induced me to move the University was one of considerable importance. It was pointed out that under the arrangements which have been made a student who decided to come to Oxford was obliged to spend some time in this country in preparing for his initial Examination.

As to any action which it may be thought desirable to take in Hongkong or in any of the neighbouring parts of China, those who are resident on the spot can alone judge.

I hope that you will not think that I have travelled out of my province in sending to you this unofficial letter. The assistance which natives educated in England might render to your University when this is established would appear to be very considerable.—Yours very truly,

H. T. GIBBARD.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

HIS EXCELLENCY MAJOR-GENERAL R. G. BROADWOOD, C.B. (General Officer Commanding the Troops).

Hon. Mr. F. H. MAY, K.C.M.G. (Colonial Secretary).

Hon. Mr. F. A. HAZELAND (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.O. (Director of Public Works).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Mr. F. J. BAILEY (Capt. Superintendent of Police).

Hon. Mr. W. J. GRESSON.

Hon. Mr. E. A. HEWITT.

Hon. Mr. Wai YUK, C.M.G.

Mr. C. OLEMNITZ (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 6 to 12A), and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:—Jury List for 1910; Annual report on the British section of the Kowloon-Canton Railway for 1909.

THE KOWLOON-CANTON RAILWAY.

HIS EXCELLENCY—Gentlemen, it has been the custom for the last two years to cause to be laid on the table of this Council, in the early months of the year, a report of the progress of the railway for the preceding twelve months and a revised estimate of the total cost of completion.

The report for the last year and the revised estimates for the completion is now before you, and I propose with your permission to endeavour to explain the figures and to enlarge on the details of the reports, I have usually done in previous years. You will probably wish in the first place that I should allude to the total cost for the completion of the railway. The original estimate of the Chief Resident Engineer was, as you remember, \$8,000,000. That estimate did not include the cost of rolling stock, neither of which could be estimated for in June, 1907, at the time when this estimate was framed. It did not also include interest on the capital account and loss on exchange. At the end of the year before last, 1908, a revised estimate for completion was made by the Chief Resident Engineer and was laid before this Council. That estimate included the two items of which I have spoken, the cost of workshops and the cost of rolling stock, but it did not include interest on capital expenditure and loss on exchange. That estimate amounted to \$11,004,128, and at the time the estimate was laid before this Council I went at considerable detail into the reasons for this very considerable increase. I am glad to say that the present estimated cost for completion does not very greatly exceed those figures, for though the full total now stands at \$12,371,495, which is an increase of \$1,367,367 on the former estimate, out of that sum \$913,922 is for interest on capital account and for loss on exchange, which have been hitherto omitted from all estimates. I explained at some considerable length at the time I introduced the annual estimates for the Colony the reason why I considered and the Secretary of State approved of this sum being charged to the railway instead of to the current revenue of the Colony. It is, in fact, a debit to the railway and a credit to the colonial revenue. Dealing with the several items in the report, it will be noticed that expenditure under Land remains the same as it was before. No alteration has been made in these figures pending the final decision as to the location of the terminal station. Unofficial members of the Council, who at my invitation a short time ago attended the Executive Council, are aware of the advantages and disadvantages claimed for the alternative schemes. If the scheme which we have recommended to the Secretary of State on the advice of the managing director, Mr. Lindsey, is accepted, the present figures on land will be decreased by some four lakhs, but if, on the other hand, the station is to be placed on the land recently resumed it will probably be increased by the same amount. Under earth work last year the estimated cost was reduced by \$132,222, which appears to have been due to a miscalculation by the late Chief Resident Engineer. In spite of a saving of some \$86,000 effected by Mr. Lindsey in the cost of the big cutting at Hangghom by altering the central line, a careful estimate of the total required to complete the earth work shows there will be an increase on the original estimate of \$127,080 and over last year's estimate of \$319,403. You will see the full details as to the reasons and the different items for this increase in the report on the table. Under tunnels there is an increase of \$511,320, which includes a sum of \$235,207 for completion of the Beacon Hill tunnel. As we have all learned, these tunnels have been found exceedingly difficult to estimate for, and due to the exceedingly hard nature of the rock and to other causes there has been a total increase on the original estimate of \$1,607,780, which is something like 73 per cent. on the original estimate. With reference to that I may mention that in looking over some papers the other day I found a note of a conversation I had with Sir John Wolfe Barry in London

before I came out to the Colony, in which the Consulting Engineers estimated the cost of tunnelling at \$70 per yard, which works out at \$260 a foot, and you will see by the table given in the report what the actual cost has been. It roughly tallies with the 73 per cent. I have quoted. I am thankful to say that all the tunnels on the railway are now completed. They have all been constructed for double lines with the exception of the long tunnel. You will see from the very interesting table in the report, that No. 1 tunnel is the most costly. That was the only tunnel which was made completely by contract, and there were no particular difficulties of any sort in its construction. No. 5 tunnel is probably on the whole, in proportion to its length, the cheapest of all, and that tunnel was undoubtedly from an engineering point of view much the most difficult. Its completion reflects the greatest credit on the engineer, Mr. Logan, who is in charge of the construction, both in respect of his engineering ability and of the control he has maintained over the cost. Under roads there is an increase of \$35,220 over last year's estimate, which is \$37,700 over the original estimate. This is almost entirely due to an under-estimate of the very expensive approaches to the Gascoyne Road bridge, which, as you know, is built at the junction of two roads. Under bridges, major, minor and culverts, there is a total increase last year of \$156,553. Of this I regret to say \$94,379 represents loss due to defective bridges. On the other hand, in looking at the estimates you will find there is an anticipated saving of \$139,998 on station buildings, and this in spite of the fact that \$100,000 had been set aside for a railway pier which has hitherto not been included. We intend that the buildings shall be of an inexpensive character until such time as experience and the demands of traffic show us what permanent and more expensive buildings are necessary. There is a decrease also in the estimate for completion and construction of \$132,115. The original cost of plant was about five and a half lakhs and depreciation to the extent of two lakhs has already been written off, and if we estimate the balance will realise two-thirds of the book values there only remains a debit to the railway of one lakh, which allows for the estimated saving of \$132,115. Similarly under stores credit is shown for \$150,000 after all due depreciation has been written off. Progress on the railway generally has been very satisfactory during the past year. The tunnels, as I have said, are now entirely completed, and the long Beacon Hill tunnel, 7,212 feet in length, reflects, as I think we should all agree, the greatest credit on the tunnel superintendent, Mr. Waite, the staff, and on the engineers engaged in the alignment and supervision. Plate-laying and ballasting were begun at the commencement of this year and are making fair progress. We hope the line will be open to traffic in July next and that it will be completed entirely by the end of December this year. The temporary line will not, as was anticipated, go over the engineers' or overland route, but owing to the alteration in the central line through the big cutting at Hangghom it will now be able to follow the permanent route. By the time the rolling stock arrives from England and is erected—it is already two months overdue—we hope that the bridges now being reconstructed will be finished. The last part of the report is by the Medical Officer, and it is an exceedingly satisfactory report. There has been a very great decrease in sickness and disease amongst those employed on the railway. At the tunnel the percentage of material cases fell from 4.97 per cent. the figure at which it stood in 1907, to .76, which is a decrease of 590 per cent. and for this great credit is due to the indefatigable exertions of the railway medical officer, Dr. Hartley. Towards the close of last year Mr. Lindsey replaced Mr. Eves as Chief Resident Engineer and traffic superintendent. We have obtained the loan of his services for two years in person that we may get the highest possible expert advice both as regards organisation of traffic and as regards the methods by which the Canton section and our own section may be most advantageously and profitably worked in the future. I have every possible reason to be satisfied with what I have seen of his work, and he has already made several proposals which tend to efficiency and economy. I think you will all agree with me that it is very sound policy to obtain at a time like this the highest possible expert advice even at a little extra cost. It means the future economical working of the railway and profitable arrangements with regard to the Canton section. I have only to add that if any hon. member desires further information or wishes to ask any questions opportunity will be given at the next meeting of the Council, when a resolution will be proposed for the amount of money which will be spent during the current year.

PENSION AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to amend the Pension Ordinance, 1862." In doing so he said:—Under the existing pension rules there is a rule, 21, declaring that the Governor-in-Council had power to retire any public officer who had reached the age of 60. This rule is without any statutory power and is *ultra vires*. It is desirable therefore that such statutory authority should be given to the Governor-in-Council.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On resuming, the Attorney-General reported that the Bill had passed through committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE OATHS ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to regulate the Law as to Oaths." In doing so he said:—This Bill introduces the whole of the Oaths Act, 1909, and section 5 of the Oaths Act of 1888. Section 5 of the Oaths Act, 1888, is the section which allows a witness to take the Scotch form of oath should he so desire. The Act of 1909 does away with the kissing of the Bible. There has always been a great outcry against this practice by a large number of people, notably doctors, having regard to the germ theory of the propagation of disease.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On clause 2 being read,

Hon. Mr. HEWITT said:—With regard to that I understand the objection to this oath is touching the Bible apart from the question as to whether a person puts his lips to it or not.

The Attorney-General—I have an amendment to make, which is that section 2 sub-section I. of the draft Bill be deleted and the following inserted in lieu thereof: "The person taking the oath shall hold the New Testament or in the case of a Jew the Old Testament in his uplifted hand while the officer administering the oath repeats the words of the oath in the same manner as heretofore, and the person taking the oath shall then say audibly 'I swear'."

Hon. Mr. HEWITT—By simply holding his hand up?

The Attorney-General—Yes.

Hon. Mr. HEWITT—That is the point I had in my mind. I have been sworn in American courts, where they do not touch a book at all. I suppose none of us have ever kissed the Bible, and we have been sworn on it scores of times. I never have. As long as you are sworn and stand on your oath you commit perjury if you break it. The point I want to make is that you need not touch a Bible or Testament at all.

The Attorney-General—That is exactly the same as the Scotch form of oath provided for in section 3.

Hon. Mr. HEWITT—Personally I don't want to kiss the Book.

HIS EXCELLENCY—If a man desires to swear in the Scotch form he can do so.

The Attorney-General—It has been suggested that it should be "I swear by Almighty God."

Hon. Mr. HEWITT—The American oath is "I swear to tell the truth, the whole truth, and nothing but the truth," or something like that. Almighty God is not mentioned. There are people who do not believe in God, possibly.

HIS EXCELLENCY—The whole of the words of the oath are read by the officer administering it. The man taking it says, "I swear that," repeating the whole of the oath.

The Attorney-General—In England now a witness repeats the whole of the oath, but there has been a lot of discussion about this, as it is considered that it wastes a lot of time.

The Registrar of the Supreme Court and a Magistrate intimated to me that the repeating of the oath which takes a lot of time should be abolished. I understood when the statute passed the House of Commons there was a similar amendment to that which I propose, but when it got to the House of Lords the Chief Justice Lord Alington put in the clause which is in the draft Bill.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

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HIS EXCELLENCY—The whole of the words of the oath are read by the officer administering it. The man taking it says, "I swear that," repeating the whole of the oath.

The Attorney-General—In England now a witness repeats the whole of the oath, but there has been a lot of discussion about this, as it is considered that it wastes a lot of time.

The Registrar of the Supreme Court and a Magistrate intimated to me that the repeating of the oath which takes a lot of time should be abolished. I understood when the statute passed the House of Commons there was a similar amendment to that which I propose, but when it got to the House of Lords the Chief Justice Lord Alington put in the clause which is in the draft Bill.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE OATHS ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to regulate the Law as to Oaths." In doing so he said:—This Bill introduces the whole of the Oaths Act, 1909, and section 5 of the Oaths Act of 1888. Section 5 of the Oaths Act, 1888, is the section which allows a witness to take the Scotch form of oath should he so desire. The Act of 1909 does away with the kissing of the Bible. There has always been a great outcry against this practice by a large number of people, notably doctors, having regard to the germ theory of the propagation of disease.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On clause 2 being read,

Hon. Mr. HEWITT said:—With regard to that I understand the objection to this oath is touching the Bible apart from the question as to whether a person puts his lips to it or not.

The Attorney-General—I have an amendment to make, which is that section 2 sub-section I. of the draft Bill be deleted and the following inserted in lieu thereof: "The person taking the oath shall hold the New Testament or in the case of a Jew the Old Testament in his uplifted hand while the officer administering the oath repeats the words of the oath in the same manner as heretofore, and the person taking the oath shall then say audibly 'I swear'."

Hon. Mr. HEWITT—By simply holding his hand up?

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LIQUORS ORDINANCE AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to further amend the Liquors Ordinance, 1909." In doing so he said:—This Bill gives effect to the instructions of the Secretary of State for the Colonies, who is not prepared to sanction the privilege granted to the Governor under section 56 of the principal Ordinance and inserted at the instance of the unofficial members, because the privilege has recently been abolished as an opportunity offered in these colonies in which it previously existed.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On resuming,

The Attorney-General reported that the Bill had passed through committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE COLONIAL TREASURER—There is not a single one who tells the truth if he wants to tell a lie. I know the lower orders myself, and if one of them wanted to tell a lie no oath would stop him from doing it.

The Registrar-General—Is that the same in China?

HIS EXCELLENCY—I think the oath has a binding force or it would not have been employed for all these number of







PLASMON is the Best part of Nature's Best Food. MILK, and increases the food value enormously.

**PLASMON COCOA**

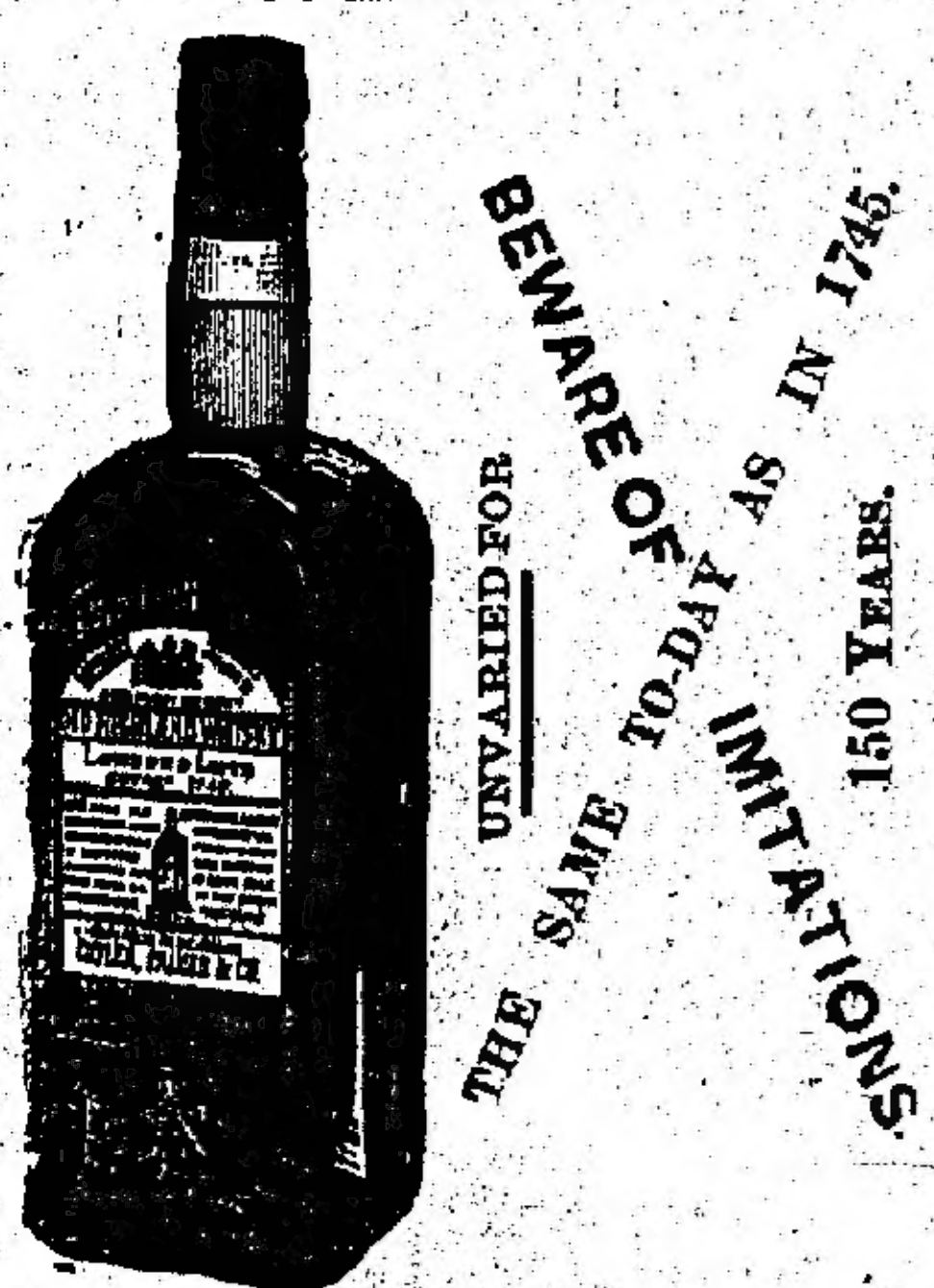
10 times more Nutritious than Ordinary Cocoa.

DELICIOUS. DIGESTIBLE.

Of all Chemists, Grocers and Stores.

Plasmon, Limited, London.

**NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.**



SOLE AGENTS IN HONGKONG: **LANE, CRAWFORD & CO.**

**AUCTIONS BY ORDER OF THE MORTGAGEES. PUBLIC AUCTION.**

**MESSERS. HUGHES & HOUGH** have instructions to Sell by Public Auction On **MONDAY**, the 14th MARCH, 1910, at 12 o'clock Noon, at their Auction Rooms, No. 3, Des Voeux Road (Corner of Ice House Street),

**THE VALUABLE LEASEHOLD PROPERTY** in Two Lots Nos. 20 and 21, PRAYA KENNEDY TOWN Nos. 454, 456, 458, 460 and 462, DES VOEUX ROAD, WEST, VICTORIA, HONGKONG.

The Property comprising LOT I is registered in the Land Office as MARINE LOT NUMBER TWO HUNDRED AND SIXTY-THREE, and is held for the residue of a term of 999 years from the 24th June, 1867, at a Crown Rent of \$136 per annum. Area 12,233 square feet or thereabouts, and is used for Godowns capable of producing a monthly rental of \$500.

The Property comprising LOT II is registered in the Land Office as SECTIONS A, B, C, D and E of MARINE LOT NUMBER ONE HUNDRED AND TWENTY-SIX, and is held for the residue of a term of 999 years from the 24th December, 1865, at an apporportioned Crown Rent of \$78.30 per annum. Area 8,620 Square feet or thereabouts, and is used for Godowns capable of producing a monthly rental of \$440.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors, **DEACON, LOOKER & DEACON**, 1, Des Voeux Road, Central, Victoria, Hongkong, and also from The Auctioneers.

Hongkong, 5th March, 1910. 1268

**SPECIAL SALE BY PUBLIC AUCTION OF HIGH-CLASS JEWELRY** DIRECT FROM LONDON.

**THE Undersigned have received instructions to Sell by Public Auction On SATURDAY**, the 19th MARCH, 1910, from 10.45 A.M. to 12.30 P.M.,

AND **ON TUESDAY**, the 22nd MARCH, 1910, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, SINGLE STONE DIAMOND RINGS, DIAMOND AND RUBY, EMERALD, OPAL, TURQUOISE and SAPPHIRE RINGS, MARQUISE RINGS, GEMSET RINGS, GOLD AND GOLD-FILLED BANGLES and BRACELETS, GENT'S SOLID GOLD and GOLD-FILLED WATCHES and ALBERTS, DIAMOND TIE PINS and STUDS, LEVER WATCHES, OPEN-FACE WATCH by Benson (cost \$225), 18-Carat GOLD WATCH by Dent (cost \$40), GOLD-FILLED REPEATER WATCHES, WALTHAM WATCHES, LADIES' GOLD and GOLD-FILLED LONG GUARDS, NECKLETS, BROOCHES, CHRONO STOP WATCHES, NON-MAGNETIC WATCHES, SILVER-BACKED COMBS, BRUSHES and MIRRORS, CIGARETTE CASES, GOLD-FRONTED LINKS and STUDS, GOLD and GOLD-FILLED EARRINGS, BROOCHES, HAT PINS, SILVER-HELMETS, FIELD GLASSES, SILVER-BOUTED SCENT BOTTLES, &c., &c.,

AND **A few Lots of E.P. NICKEL SILVER** at Quality TABLE PLATE and CUTLERY; ALSO **SUNDRY IRISH LINENS.** Catalogues will be issued. Terms:—As Usual.

**HUGHES & HOUGH, Auctioneers.** Hongkong, 9th March, 1910. 1381

**THE SWATOW DRAWN WOEK Co.**

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**MANUFACTURERS** of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909. 11432

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**IRON, STEEL, METAL and HARDWARE MERCHANTS.** Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 1583

**A LING & CO.**

19, QUEEN'S ROAD CENTRAL.

**FURNITURE and PHOTO GOODS STORE.**

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. 11327

**NEW CARTRIDGES.**

Popular English Manufacturers. In all Bore and Sizes.

**SMOKELESS POWDERS and CHILLED SHOTS.** From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

**WM. SCHMIDT & Co**

Hongkong, 26th October, 1906. 11314

**AUTOMATIC BROWNING POCKET PISTOLS.**

**CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co**

Hongkong, 6th March, 1907. 138

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**THORNE'S OLD VAT**



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA: **A. S. WATSON & Co. Ltd.**

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**CHAPOTEAUT'S MORRHUOL**



Superior to Emulsions of Cod Liver oil. Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil. Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies. Sold in bottles of 100 Capsules. Sold by all Chemists.

**THE CURRENCY PROBLEM IN CHINA.**

PAPER BY MR. E. H. PARKER.

At the meeting of the Manchester Statistical Society on February 9, Professor E. H. Parker, of Manchester University, read a paper on Chinese commerce, banking and economics.

In the course of his remarks Professor Parker said that Manchester merchants will naturally be more interested in cotton goods than in anything else, and it is therefore sad to have to record for 1908 a decrease in value of Tls. 8,000,000, which was (had the Tael been valued as highly in 1907) means Tls. 18,000,000 from the British manufacturers' sterling price and quantity point of view. Similarly, woolen and cotton mixtures declined by one-half in quantity, and by Tls. 110,000 in value. Woolen declined in quantity only, but not in value—i.e., the Chinaman had to pay more silver for the same sterling value. The misfortunes of Lancashire, on the other hand, are the triumph of China, for the Shanghai yarn mills in 1908 distributed 83 per cent. more yarn in 1907, and vast quantities are now being pressed and packed in Shanghai, shipped to Dalny, and thence taken by train straight to Moscow. As recently pointed out by Mr. Mission Frewin in the North American Review, this all means that the silver dollar, if they persistently hold on to a silver currency, will soon have no industrially at their mercy. The silver dollar (exactly the same in intrinsic value as the American silver dollar, which has the conventional gold value of 4s 2d.) is only worth between 1s. 6d. and 1s. 9d., and the fluctuations are so great that even during the past two years silver has fallen from 25 to 30 per cent. in relation to gold. This means that instead of paying the Manchester merchant 310 silver taels for \$100 worth of shirtings, as in days of yore, the unfortunely Chinaman has now to pay Tls. 770 for \$100. No wonder that first the Bombay and Hooghly cotton mills, then the Japanese mills, and now the China mills springing up in every direction threaten to sweep Lancashire trade off the Eastern seas.

Sixty or seventy Chinese, men and women mixed, can be hired for the same sovereign which pays only from four to six English mill hands for the day. No wonder there is talk of the American Steel Corporation starting rolling mills in Shansi, which the Peking Syndicate has just abandoned under "rights recovery" pressure; just as, again, the boot mills of Cawnpore have begun to cut in upon the British and American leather industries. A great future seems to lie before the Hanyang Iron Works for the same reason, whilst the coal and coke industries of Ping-siang in Kiangsi province show signs of very great activity, even exporting coke abroad. A British firm has tentatively speculated in the exportation of clean, rice-fed Chinese pork from Hankow, and however much we may ridicule the speculation, it certainly is a very striking sign of the times. I do not profess properly to understand currency questions, but so far as I can see, China's safety consists in maintaining a silver basis, and in keeping the standard of living as low as possible. Even the Japanese are beginning to see, despite their gold currency, that their true economic safety lies in the simplicity of their wants. The saying, "Mao, noia! but little here below," acquires new weight when applied to the restless luxury of our Western social system.

Concerning Chinese banking, Professor Parker said that in principle it was very much the same as our own except that a larger proportion of the Chinese business was done in exchange pure and simple. The true currency of China was not silver in any form, still less gold, but hard bronze coins strung together in a chain of a hundred, and as to the circulation of a thousand. There were several varieties of such of different values, and hence, in spite of the activity of trade, in spite of the introduction of railways, of scientific mining, and innumerable new industries, the economic condition of the labouring masses was more precarious at this moment than ever it was, and all trade transactions were in a state of uncertainty. The obvious remedy was a radical reform and standardisation of the currency. But far-reaching and injurious though this might be, it was nothing when compared with the change of system of loans—poorly nurtured by the first-class banking element who juggled with taels and dollars every day.

In the discussion which followed the reading of the paper Mr. R. J. Kerr said a grave danger to Manchester's trade with China was that Empire's indebtedness. The millions China had annually to pay to meet her loan obligations were bound to come out of trade. She could only pay by means of exports, and until she could increase her exports she could not take larger imports.

Mr. G. Eckhard and Mr. B. Ellinger, thought Professor Parker had taken a too pessimistic view of Lancashire's trade prospects in China. Mr. Eckhard said that all goods offered by Japanese agents in China were not of Japanese make. Samples had been sent to his firm which had proved to be of Lancashire manufacture. Mr. Ellinger said: "The export of yarn from China must be exceptional, and the probably due to the very low price of silver and the very high price of American cotton."

**LORD CHARLES BERESFORD AND THE ADMIRALTY.**

The First Lord of the Admiralty recently sent the subjoined letter to a correspondent who asked if the whole Board of Admiralty were satisfied that Lord Charles Beresford's statements at Dartford concerning the Navy had no substantial foundation:

"Admiralty, Whitehall, Feb. 10, 1910. "Dear Sir,—I return you the list of statements made by Lord Charles Beresford. With the exception of the last all the charges he makes were the subject of investigation by a sub-committee of the Committee of Imperial Defence, over which the Prime Minister presided. The investigation was most exhaustive and lasted for many weeks, and at its conclusion the committee decided that Lord Charles Beresford's charges were devoid of all foundation. The whole Board of Admiralty are quite satisfied that Lord Charles Beresford has no ground for his allegations.

"The last statement on the paper, relating to the *Invisible*, is mere nonsense. The *Invisible* has fired her guns, can fire her guns, and would be able to fire her guns if, unhappily, there should be war.

"Yours faithfully, "REYNOLD McKENZIE."

The correspondent submitted the following list of charges, which he attributed to Lord Charles Beresford:— (1) That we are in danger; (2) that we have no organization for war; (3) that the Fleet and its discipline are disorganized; (4) that everybody is more or less in a state of irritation; (5) that our trade routes are in danger through the scrapping of ships; and (6) that, if war came, the *Invisible* would be ordered to the dockyard because she could not fire her guns.

By Royal Warrant to HIS MAJESTY THE KING.

**LEA & PERRINS' SAUCE.**

The Original and Genuine WORCESTERSHIRE.

**PEABY'S NARRATIVE.**

THE STORY OF AN HISTORIC EXPEDITION TO THE NORTH POLE.

Commander Peary, describing in the February number of *Nash's Magazine* his journey to the North Pole, writes:— As we steamed steadily northward the nights grew shorter and shorter and lighter, lighter and lighter so that when we crossed the Arctic Circle, soon after midnight on July 26, we were in perpetual daylight. I have crossed the Circle some twenty times, going and coming, so the fine edge of that experience has been somewhat dulled for me; but the Arctic landscape among my party, Dr. Joseph, McMillan, and Borup, those who were with me, were so wonderfully fresh in crossing the Equator the first time that it is an event.

A GRIM JOURNEY. Several hundred miles beyond the Arctic Circle we came to a most significant point in our journey, marking as it did the grimness of the task before us. No civilized man had ever been in this North without his grave face; and constantly, as we walked on, those grim reminders of heroic deeds told their silent but powerful story.

At the southern limit of Melville Bay we passed the Dunk Islands, where is the little graveyard of the Scotch whalers, who were the pioneers in forcing the passage of Melville Bay, and who died there waiting for the ice to open. These graves date back to the beginning of the nineteenth century. From this point on the Arctic highway is marked by the graves of those who have fallen in the terrible fight with cold and hunger. These mounds bring home to any thoughtful person the meaning of Arctic exploration. The men who lie there were not less courageous, not less intelligent, than the members of my own party; they were simply more unfortunate.

We reached Cape York on the first day of August. Cape York is the bold bluff headland which marks the northern point of the stretch of Arctic coast inhabited by my Eskimos, the most northerly human beings in the world.

IMPORTANCE OF THE ESKIMOS. These Eskimos are of the most important tools in all my programme of Arctic work: I have been able to utilize them as no explorer ever has before. In the light of recent events I have sometimes wondered if the mission of their life on earth, having lived for generation after generation isolated in that little Arctic oasis, was not to assist in the discovery of the Pole.

Cape York is about 7600 ft. North. Arrived there, we were still farther from the Pole in actual distance than New York is from Tampa, Florida, and immeasurably farther if one considers the difficulties of travelling. Ahead of me lay my dream, my destiny, the goal of that irresistible impulse which had driven me for twenty-three years to find myself, time after time, against the frigid No of the Great North.

**WEATHER REPORT.**

The Hongkong Observatory yesterday issued the following report:— On the 10th at 12.15 p.m.—The barometer has fallen moderately over E. Japan and the N.E. coast of China, and risen slightly over W. Japan, the S. coast of China and the Philippines.

The high pressure area lies over the Lower Yangtze and the Yellow Sea. Pressure is relatively low to the N.E. of Japan, and over the S. part of the China Sea.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.18 inches.

The forecast for the 24 hours ending at noon to-day is as follows:— Hongkong & Neighbourhood (°) N.E. winds, strong to fresh. Formosa Channel... Same as No. 1. South coast of China between Hongkong and Lantau... Same as No. 1. South coast of China between Hongkong and Hainan... Same as No. 2. (°) N.E. winds, fresh; drizzling rain at first, possibly improving later.

**INDIGESTION MAKES STRONG MEN WEAK.**

When food fails to digest, it lies in the stomach, ferments, and creates bad gases which fill the blood with impurities. Then, instead of your veins being filled with a life-giving, waste-repairing stream, they carry polluted blood which poisons instead of feeds your muscles, nerves and every fibre of your body. As a natural consequence, health very quickly gives place to sickness, vigour to languor, strength to weakness. This wretched state will continue until your stomach is restored to working order, made strong enough to digest, and assimilate food.

**MOTHER SEIGEL'S SYRUP**



**MAKES WEAK MEN STRONG.**

**THE SEEKER AFTER HEALTH**

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is **BEECHAM'S PILLS**. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

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**THE GREATEST TONIC IN THE WORLD.**

WHAT IT has done for OTHERS it will DO FOR YOU! Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY** From any leading Chemist.

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REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 360.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
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Mails from EUROPE via SIBERIA—	Date of Despatch from London—	Date due in Hongkong—	Vessel—
18th & 19th February.	13th inst.	Asamglo.	

The *Polynesian*, with the French mail of the 11th ult., left Saigon on Friday, the 11th inst., at 4 a.m., and may be expected here on or about Monday, the 14th inst., at daylight.

FOR	PER	DATE
Hoihow and Bangkok	Prometheus	Friday, 11th, 8.00 A.M.
Singapore, Singapore and Bangkok	Pohat	Friday, 11th, 10.00 A.M.
Quang Chow Wan, Hoihow, Pakhoi and	Hanoi	Friday, 11th, 11.00 A.M.
Haiphong	Sui Tai	Friday, 11th, 1.15 P.M.
Macao	Yuenang	Friday, 11th, 3.00 P.M.
Manila	Providence	Friday, 11th, 5.00 P.M.
Sydney, N.S.W.	Kumero	Saturday, 12th, 10.00 A.M.
Moji, Kobe, Yokohama, Vancouver, Victoria,	Zadri	Saturday, 12th, 10.00 A.M.
B.C. and Tacoma	Shant	Saturday, 12th, 10.00 A.M.
Manila		
Hankow		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE.

Macao	Sui Tai	Saturday, 12th, 11.00 A.M.
Amoy and Foochow	Haiyang	Saturday, 12th, 1.15 P.M.
Wohaiwei, Cienfuegos and Newchwang	Nanchang	Saturday, 12th, 3.00 P.M.
Shanghai, Nagasaki Kobe and Yokohama	Glanorganshire	Saturday, 12th, 5.00 P.M.

## SINVAHORE WINE AND SPIRIT MERCHANTS H. RUTON & SON WHOLESALE AND RETAIL



ALITVDO EHL SI LI

WYAN HLL JON SI LI

9 p.m. — Withers' Paswell Concert at  
Theatre Royal.

## FORTHCOMING EVENTS.

Saturday, 12th March — Auction of High-Class  
Irish Goods at Sales Rooms, by Messrs.  
Hughes & Hough.  
Saturday, 12th March — A Meeting of Hong-  
kong Gymkhana Club.  
Saturday, 12th March — Hongkong Regatta at  
Fenwick's Reclamation.  
Saturday, 12th March — Twenty-Third Ordinary  
Annual Meeting of Hongkong & Kowloon  
Wharf & Godown Co., Ltd.  
Saturday, 12th March — Boxing at Theatre  
Royal.  
Monday, 14th March — Fourth Annual Prize  
Meeting of China-United Service Rifle  
Association, at Kowloon City and King's  
Park Ranges.  
Monday, 14th March — Auction of Valuable  
Leasehold Property by Messrs. Hughes &  
Hough.  
Tuesday, 15th March — Seventh Ordinary Yearly  
Meeting of The China-Borneo Co., Ltd.  
Friday, 18th March — Seventeenth Half-Yearly  
Drawing of Sixty-Eight Debentures of  
Hongkong Club.  
Friday, 18th March — Bandman New No. 1  
Comedy Co. at Theatre Royal.  
Saturday, 19th March — Auction of High-Class  
Jewelry at their Sales Rooms, by Messrs.  
Hughes & Hough.  
Saturday, 19th March — Twenty-First Ordinary  
Annual Meeting of Green Island Cement  
Co., Ltd.  
Thursday, 24th March — Thirty-Second Ordinary  
Annual Meeting of China Sugar Refining  
Co., Ltd.  
Thursday, 24th March — Twenty-Eighth Ordinary  
Annual Meeting of Luon Sugar Refining  
Co., Ltd.  
Thursday, 24th March — Installation of Wor-  
shipful Master of the Masonic Hall as Dis-  
trict Grand Master of Hongkong and  
South China.

## OPIUM.

Quotations are —  
Malwa New \$1,900/1,930 per picul.  
Malwa Old \$1,940/1,960  
Malwa Y. Old \$1,970/1,980  
Malwa V. Old \$1,990/2,000  
Persian fine quality \$1,400/1,500  
Persian extra fine \$1,650/1,700  
Patna New \$1,950 per chest.  
Patna Old \$1,950  
Bongora New \$1,950  
Bongora Old \$1,950

## COMMERCIAL.

### EXCHANGE CLOSING QUOTATIONS.

ON	ON	ON	ON
LONDON —	TELEGRAPHIC TRANSFER	1/34	1/34
Bank Bills, on demand	1/34	1/34	1/34
Bank Bills, at 30 days sight	1/34	1/34	1/34
Bank Bills, at 4 months sight	1/34	1/34	1/34
Bank Bills, at 6 months sight	1/34	1/34	1/34
On DEMAND —	217 1/2	217 1/2	217 1/2
Credit, at 4 months sight	221 1/2	221 1/2	221 1/2
On DEMAND —	177	177	177
On DEMAND —	423	423	423
Credit, at 60 days sight	434	434	434
On DEMAND —	128 1/2	128 1/2	128 1/2
Bank, on demand	128 1/2	128 1/2	128 1/2
On DEMAND —	128 1/2	128 1/2	128 1/2
Bank, on demand	128 1/2	128 1/2	128 1/2
On DEMAND —	744	744	744
Private, at 30 days sight	758	758	758
On DEMAND —	842	842	842
On DEMAND —	85	85	85
On DEMAND —	104	104	104
On DEMAND —	7 1/2	7 1/2	7 1/2
On DEMAND —	692	692	692
SOVEREIGNS, Bank's Buying Rate	\$11.55	\$11.55	\$11.55
GOLD LEAF, 100 fine, per tael	\$160	\$160	\$160
BAR SILVER, per oz.	253	253	253

## SUBSIDIARY COINS.

Chinese	per cent
Chinese	20 cents piece
Chinese	10
Hongkong	20
Hongkong	10

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 10th.	Previous Day	On Date	On Date
Barometer	30.16	30.28	30.17
Thermometer	59	87	83
Humidity	51	99	70
Wind Direction	ENE	NNE	E
Force	1	1	1
Weather	1	od	9
Rain	0	0.13	0

Highest open air Temperature on 9th 59  
Lowest open air Temperature on 9th 55

# The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE.



IN 50'S & 100'S  
HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.

## SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 10th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$960, sellers
National Bank of China, Limited	99,925	27	\$6	\$73, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$6, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, sellers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 150
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	Tls. 60
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 64
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 71
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$6	\$18, sales
<b>DOCK AND WHARF.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$63, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$65, sellers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 82
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 127
Swire & Co., Limited	18,000	\$25	\$25	\$11, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$74, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$206
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$204, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$110, buyers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$80, buyers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	\$25	\$107, sellers
<b>INSURANCE.</b>				
Carson Insurance Office Co., Limited	10,000	\$250	\$50	\$165, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$117, buyers
China Traders Insurance Co., Limited	24,000	\$93.33	\$25	\$135, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$25	\$25	\$115, buy.
North-China Insurance Co., Limited	10,000	\$25	\$100	\$910
Union Insurance Society, Limited	12,400	\$250	\$60	\$230
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$10	\$10	\$273, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 107
West Point Building Co., Limited	12,500	\$50	\$50	\$423
<b>Mining.</b>				
Societe Francaise des Charbonnages de Tanika	16,000	Fcs. 250	all	\$625, buyers
South Australian Gold Mining Co., Ltd.	200,000	\$21	18/10	\$6, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$15
Philippine Co., Limited	75,000	\$10	\$10	\$10, buyers
<b>REFINERIES.</b>				
Refining Co., Limited	20,000	\$100	all	\$168, sellers
Liaison Sugar Refining Co., Limited	7,000	\$100	all	\$51
Robinson Pisco Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$73, sellers
Douglas Steamship Co., Limited	20,000	\$15	\$15	\$304, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$273, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$25
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$77
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$26, sellers
South China Morning Post, Limited	10,000	\$10	\$10	\$142, sellers
Steam Laundry Company, Limited	10,000	\$25	\$25	\$43
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moon & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$7, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	3,000	\$10	\$10	\$123, sellers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$300
United Waterboat Co., Limited	100 shares	\$10	\$10	\$10, sellers
<b>REVENUE.</b>				
Balgownie	—	—	—	\$170 (Sta.)
Pegohs	—	—	—	\$41 (Sta.) buy.
Allagars	—	—	—	31/
Anglo-Malays	—	—	—	90/ buyers
Castlefields, fully paid	—	—	—	217/
Consolidated Malays	—	—	—	150/
Damansara	—	—	—	125/
Highlands and Lowlands	—	—	—	7/6 prem.
Kuala Lumpur	—	—	—	87/ buyers
Ledbury's	—	—	—	47/6 buyers
Linggis	—	—	—	38/3 sellers
Sapong	—	—	—	65/
Shelfords	—	—	—	135/
Sungei-Kapang	—	—	—	—
<b>LOANS.</b>				
Amount	Value	Interest	Quotation	
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Far.

VERNON & SMYTH, Share-Brokers

## NOTICES TO CONSIGNEES

### NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamers

### "FIDE"

Consignment of Goods by the above-named  
steamer are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
Consignment will be sorted out Mark by Mark  
and delivery can be obtained as the Goods  
are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary within  
6 hours.

Goods not cleared by the 14th inst., at 4 p.m.,  
will be subject to rent.

No Fire Insurance will be effected by me  
in any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All claims must be presented within ten  
days of the steamer's arrival here, after which  
date they cannot be recognized. No claims will  
be admitted after the goods have left the  
Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 8th March, 1910.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

### NOTICE TO CONSIGNEES.

THE Steamship

### "PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 15th Mar. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th Mar., at 9.30 A.M.  
All Claims must reach us before the 19th Mar.,  
or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
underigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 8th March, 1910.

### AMERICAN & MANCHURIAN LINE.

### NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

### "KARONGA"

Captain Leslie, having arrived from the  
above Port, Consignees of Cargo are hereby in-  
formed that their Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
Kowloon, and stored at Consignee's risk and  
expense.

All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 15th inst., at 3 P.M.

All Claims must be presented within fifteen  
days of the steamer's arrival here, after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 15th inst. will be subject  
to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 9th March, 1910.

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## MITSU BISHI GOSHI KWAISHA.

### (MITSU BISHI CO.)

### COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,  
OGHI, MUTABE, HOJO, NAMAZUTA,  
SAYO, SHINNEY, and KAMAYAMADA,  
Coke.

SOLE AGENTS FOR  
KISHIDAKE, MIYAO and KIGYO  
KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI,  
TOKYO.

BRANCH OFFICES: NAGASAKI,  
MOJI, KASATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, and HANKOW.

Cable addresses for above: "TAKASAKI".  
Codes, A1, ABC 5th Ed., Western Union.

AGENTS:—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GEARING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to  
H. OISHI,  
Manager.

No. 2, Peddar Street, Hongkong.  
Hongkong, 9th January, 1909.

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## MUNZER

### & FILLS,

### BORDEAUX.

### CLARETS AND COGNACS.

FOR AGENTS APPLY TO

HUGO C. A. FROMM,  
HAMBURG.

[499]

DAVID CORBARI & SON'S  
MERCHANT NAVY  
NAVY-BUILDING  
LONGWAY